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NEWS AND COMMENT.

WELL, the Chinese have only themselves to blame for the war if it comes. They invented gun-powder, you know.

DURING the fiscal year just ended 105,567 pension certificates were issued by the Pension Bureau, an increase of 15,000 over last year.

THE Republican party, in its platform, extended the glad hand to trusts and to strong minded women, and the country is wondering what it expects the women to do for it this fall.

No, of course, there is no alliance nor even understanding between Great Britain and the United States, but American troops are marching and fighting under orders of British officers in China all the same.

Gov. BECKHAM has refused to pay claims, aggregating perhaps \$50,000, for the pay of soldiers called out by Taylor to chase the Legislature through the streets and to prevent the arrest of the Goebel assassins.

THE report of the assassination of Baron Von Ketteler, the German Minister at Pekin, has been confirmed. All the legations were destroyed save three. The remaining Ministers were safe June 14, but Yung Lu telegraphed that he doubted if they could hold out another twenty-four hours.

THE nominee for Governor in New York will be named by Senator Platt, and will be pledged to nullify the franchise tax law. Corporations in which Senator Platt owns stock are now compelled to pay large sums under this tax. Possibly this may explain why Platt wanted Roosevelt out of the way.

THE trouble with slate makers and political boom promoters is, that they get stuck on their own shrewdness and forget to count on the plain common sense of the American people. That was the cause of the collapse of the Dewey boom. And other lesser political lights, who think to win upon their wits rather than from true merit, are yet to pass through the same sad experience.

THE British government has spent \$200,000,000 in the South African war, has allowed Russia to get the control in Persia, for which the two countries have long been contending, and has risked almost incalculable losses in China, all to make the fortunes of a few gold speculators and satisfy the national thirst for land. Truly, this is the price that staggers British humanity!

AFTERSIX months of effort, the Republicans achieved a platform which was promptly repudiated from one end of the country to the other by the Republican press, and which it is now claimed was foisted upon them by shenanigans. This will do to tell. The Republicans are simply frightening by the unexpected scorn heaped upon their "non-glittering" generalities and are trying to hedge. That is all there is to the Quigg-Grosvenor controversy.

IT is announced that Gov. Beckham will call an extra session of the Kentucky legislature to modify the Goebel law. Under the circumstances it is perhaps best that he should. The public mind should be disabused of its prejudice against the law, artfully engendered by the Republican leaders and their ally, the Louisville and Nashville Railroad Co.; so that if the Republicans should undertake to steal Kentucky again next fall, they will have absolutely nothing to stand on. A Republican Congress would not hesitate to rob Kentucky of its electoral vote in order to seat McKinley, if they had a shadow of excuse to rest the outrage upon.

TSEN TSIN, which is mentioned as the point of greatest activity and danger, aside from Pekin, the Capital, in the present troubles in China, is especially important in relation to American trade in that country. It is in the northern part of the country and it is there that American goods seem to be in the greatest favor. The growth of American trade in that section is described somewhat in details by a recent publication of the Treasury Bureau of Statistics, which describes Tsen Tsin as the most important city of northern China, being located at the head of the Gulf of Pechili and but 80 miles from the capital, Pekin, with which it is connected by water and by a railway line.

A FEARFUL HOLOCAUST.

200 Men and Women Roasted Alive in Hoboken Fire.

PIERS AND STEAMSHIPS BURNED.

Forty Perished Together on the Saale—The Property Loss Will Reach Nearly Ten Millions.

NEW YORK, June 30.—A flash of fire in a cotton bale on pier 3 of the North German Lloyd wharves in Hoboken projected upon New York harbor to-day an unparalleled catastrophe.

From this—an apparently insignificant cause—followed a fire that in six minutes had enveloped the company's entire system; Main, Bremen and Saale—were burned to the water's edge. Twenty million dollars' worth of property was destroyed, and probably two hundred persons lost their lives.

The cotton in which the fire started was piled up awaiting shipment. Adjoining it was a pyramid of whisky in barrels. A pay clerk first saw the blaze and screamed a warning. Almost as if an echo to his words, the whisky exploded, casting jets of fire in all directions. With incredible rapidity the blazing spirits flooded down the piers, igniting all in its train. Horses and trucks were abandoned in the mad haste to escape.

In every direction screaming men and women scrambled for their lives. On board the ships the uproar was terrifying. Rushing up the sides of the pier sheds the flames burst their way outward.

The great steamer lay at the mercy of the fire. Nearly every port in her flanks was opened to the onslaught of the flames. Their tarred rigging, their canvas awnings, were tinder in the path. Their opened hatches yawned for the burning brands and a following explosion blew these blazing fragments into the vessels' very depths.

The pier where the fire started is joined to its neighbor on the north by a covered drive-way. It acted as a funnel for the fire. In a flash the fire had traversed this outlet and was seizing upon the cargoes piled high therein. In a minute—not more than that—the second pier was doomed.

"Save the ships!" was the cry. On the north was the old Thingvall Line pier, just bought from that company. On its south side lay the Main, a brand new steamship, valued at \$2,500,000, and with a cargo of half a million in her hold. South of her and on the north side of Pier 1 was the Bremen. On the south side of Pier 1 was the great express steamship, Kaiser Wilhelm der Grosse, the second largest liner in the world. On the north side of Pier 2 was Saale, and the other piers were packed.

There are on an average six hatches in the decks of each of these ships. In each hatch were from twelve to fourteen men at work. On the Kaiser Wilhelm were her crew, a force numbering at least 400 men. On the Bremen was a force of 250 and on the Saale 300. On the Main were 300 persons. In addition, a great throng of visitors was on every ship—the friends and relatives of officers, sailors, steward and the engineering force.

The cry of warning passed forward, but hardly before the flames. Below, in the stoke hold and engine-room, hundreds of men worked, unconscious of peril. Those on deck saw the fire on the adjoining piers and they looked at it in mild curiosity, but hardly had they taken one look when they found the flames roaring across the stretch between and shooting them with fire.

Unexampled heroism marked the crews. At the order to save the ships those on deck rushed to their quarters at the lines. Already the river outside was in a commotion. A navy of tugs was scurrying to the rescue, scenting a prospect of salvage. Lines were tossed to them, seamen ran through the swirl of smoke and flames and cast off their hawsers.

The spring lines dropped away and then the fire, roaring skyward, shut in with its certain the tragedy working within.

The Kaiser Wilhelm was the first to escape. Every effort had been made to drag her to safety, for many millions of dollars were invested in her giant hull and sumptuous cabin fittings. She drove slowly out into the stream, and as she emerged at this snail-like pace, the fire leaped forward and she was ablaze in the bow.

Beyond were the Saale, the Main and the Bremen, ignifuged. Herded on her decks, frantic creatures fought for life. Their alternative lay before them. They must jump and tempt death by drowning, or remain and burn.

Scores leaped into the Hudson. Some were rescued by the passing tugs, but many were drowned. The sailors of the Bremen attempted to launch a lifeboat, but the ropes were burned before the boat reached the surface of the water, and the occupants, numbering, perhaps, a score, were precipitated into the river. No help could reach them, owing to the intense heat, and those who could not swim away from the burning steamer, were drowned.

As the Saale was hauled into the stream men were seen at port hole waving hands and shrieking for assistance. There was no escape for these

unfortunates, and the majority of them perished.

In tow of tugs the Saale and the Bremen were dragged into the stream, one a fierce mass of flames, which went licking up masts and funnels; the other with fire bursting from every part of the overhead structure.

In the engine and fire room of the Bremen about thirty persons were imprisoned. Some of these managed to escape, but nineteen men were imprisoned in this compartment while working the bilge pumps. All afternoon and until late to-night fire-boats were pouring streams of water into the hold of the Bremen, which these unfortunates were compelled to pump out in order to prevent death from drowning. To-night rescuers are at work with cold chisels in an effort to penetrate the steel bulkhead which confines the gallant nineteen.

The Bremen was beached to-night on the Jersey flats.

The Saale, accompanied by a fleet of blazing barges and lighters, drifted down the stream with the ebbing tide, her escort of fire blisted tugs hotly at work with such hose as they could bring to bear on the burning ship.

To-night the Saale is a total wreck. How many of her crew perished cannot now be determined, but only thirty-seven men were rescued out of a total force of about 125 or 150.

The steamship Main was burned at her pier in Hoboken, the tugs being unable to haul her from the scene of the original fire.

Meanwhile, the flames had spread from the North German Lloyd piers in Hoboken to adjoining warehouses, factories and wharves.

The local firemen were overwhelmed by the magnitude of the fire, and but for the assistance rendered by the fire-boats from New York the property damage would have been much greater.

Dynamite was freely used to check the progress of the flames, and this expedient probably saved the city of Hoboken. At dusk the whole water front was still ablaze, but at this hour (midnight) the fire is under control.

The steamships Main and Saale had been chartered by the Christian Endeavor Society to carry 300 of its members to London.

The Losses.

NEW YORK, July 1.—The fearful havoc to life and property caused by the fire which broke out at the docks of the North German Lloyd Company in Hoboken yesterday cannot be approximated with any degree of certainty. Conservative people who have had experience along the docks think that not more than 200 lives were lost.

One of the officers of the steamship Bremen said to-day that there were fully 200 visitors on board that vessel when the fire touched there, the majority of them being women. A boat was lowered from the Bremen shortly after the alarm had been given, but the craft capsized as it touched the water and all hands were precipitated into the water and none of them were saved by those remaining on the vessel. This in itself would indicate that the list of the dead may be larger than it was at first thought to be.

The property loss can simply be approximated at this time. None of the officials around the docks could give anything like a precise estimate of their losses.

A conservative estimate made by a prominent fire underwriter places the entire damage at less than \$10,000,000.

It is feared that some of the Christian Endeavorers who were to have sailed from Boston Tuesday for Southampton on the Saale may have lost their lives. It was said to-day that some of these people had come to this city to inspect the ship, which had been chartered to take 300 of them to England, that they were on board when the flames broke out on the pier.

Many people are believed to have jumped overboard and were drowned to escape being roasted to death on the three steamers and on the docks.

A Horrible Sight.

The scene of the great fire to-day presented a spectacular but horrible sight. Over in Hoboken, where two days ago piers reached hundreds of feet out into the river, alive with outgoing and incoming commerce, lies a great waste of burning and smoldering beams, with here and there a remnant of a high brick wall, all that remains of the hundreds of thousands of dollars' worth of property.

Faced Death For Twelve Hours.

At 4 o'clock this morning nineteen men, machinists and firemen, were taken off the steamship Bremen, after having been held very close bound, with death staring them in the face, for nearly twelve hours. They were brought ashore on tugs and taken care of in hotels near to the company's charred property.

Forty Roasted Together.

When the burned and scuttled Saale is pumped out it is believed that the bodies of many people who perished below her main deck will be recovered. Some of those perished in the flames were alive when the steamship was towed to the Jersey flats, north of Ellis Island. Through the open dead-lights or port holes the poor creatures appealed for help several times before the vessel was scuttled in the upper works. The port holes being less than a foot in diameter, it was impossible to save them, and one after another the

people succumbed to the smoke and flames. Keeper Hoxley, of Ellis Island, spoke to several of the unfortunates, as did also the Captain of the tugboat Union and Capt. L. F. Chapman. The latter said, describing a conversation which he had with one of the fire victims through an open deadlight on the Saale:

"The imprisoned man was a stevedore who was known to me by sight. He told me there were thirty-eight besides himself and one woman, a stewardess, penned in by the flames. The poor fellow had an agonizing look on his face and seemingly realized that he and his companions were doomed. Giving up hope of rescue, the stevedore told me that there were others caught between decks and asked me to try to save them. A moment after he sank back into the roaring flames, which soon shot out of the open port holes. We went back and forced a companion way. A man who sought to gain the ladder with a blanket wrapped about him was unable to do so and was dashed to death."

WOOLLEY AND METCALF.

Nominated Prohibitionists for President and Vice-President.

CHICAGO, June 28.—The Prohibition National Convention adjourned sine die to-day, after having placed in nomination for President John G. Woolley, of Illinois, and for Vice-President Henry B. Metcalf, of Rhode Island. The nominations in each instance were made on the first ballot.

Chicago, June 29.—When the second day's session of the national convention was called to order Thursday morning the race for the presidential nomination appeared to have narrowed down to John G. Woolley, of Chicago, and Silas C. Swallow, of Harrisburg, Pa. Hale Johnston, of Newton, Ill., also had a following, but his adherents did not seem confident.

A. G. Walfenberger, of Nebraska, called the convention to order because the voice of Chairman Dickie had failed him. Just 730 delegates were present. After a brief prayer the delegates were addressed by Oliver W. Stewart, the re-elected chairman of the national committee, who made a powerful appeal for campaign funds.

Oliver W. Stewart, of Illinois, placed in nomination for the presidency John G. Woolley, of Chicago.

Judge George W. Gere, of Champagne, Ill., then nominated Hale Johnston, of Newton, Ill., whom he declared "the grandest man in the prohibition party in the world, excepting Oliver Stewart and himself."

Dr. Silas C. Swallow was then placed in nomination by Homer Costle, "and every inch of him backbone."

The Swallow demonstration was twice as enthusiastic as that which greeted the Woolley demonstration. The Pennsylvania delegates sprang a surprise by jumping to their chairs and waving red, white and blue plumes of pampas grass.

Dr. Swallow's nomination was seconded by John Hipp, of Colorado. Rev. E. E. Carr, of Illinois, attempted to make a seconding speech in favor of Dr. Swallow.

After Dr. Carr had concluded, and several other seconding speeches had been made, the convention took a recess for one hour.

The platform adopted by the prohibitionist national convention denounces both parties for an insincere attitude on trusts and monopolies, and for failing to declare against saloons.

The platform declares:

"We are humiliated, exasperated and grieved by the evidence painfully abundant that this administration's policy of expansion is bearing so rapidly its fruits of drunkenness, insanity and crime under the hot-house sun of the tropics, and when the president of the first Philippine commission says it was unfortunate that we introduced and established the saloons there, to corrupt the natives and to exhibit the vices of our race, we charge the inhumanity and unchristianity of this act upon the administration of William McKinley, and upon the party which elected and would perpetuate the same."

Actions of the administration in repealing the prohibitory laws in Alaska was condemned, and the great religious bodies of the country called upon to reject at the polls the policy of an administration that is against the best interests of mankind.

ARRIVED IN FRANCE.

Cablegram Received from Miss Effie Anderson.

"Boulogne-Surmer, July 3.—McKennon, Anderson, & Foster, Columbia, Tenn.—Arrived."

"ANDERSON."

The above cablegram was received Tuesday morning at 8:30 o'clock, telling that Miss Effie Anderson and her cousin, Miss Hooper, had arrived in France.

Will Preach in St. Louis.

LEWISBURG, June 27.—Rev. J. Leslie Alsworth, pastor of the Presbyterian Church, has accepted an invitation from Rev. A. F. Carr of the Central Presbyterian Church of St. Louis to fill his pulpit for four weeks, beginning the second Sunday in July.

New Hotel in Lewisburg.

LEWISBURG, June 28.—A. B. Stillwell, whose hotel at this place was destroyed recently by fire, is now forming a stock company for the purpose of erecting a new hotel. The building is to be a two-story brick, and will cost \$8,000.

Royal Baking Powder

Makes The Food More Healthful

Royal Baking Powder possesses peculiar qualities not found in other leavening agents, which arise from the superior fitness, purity and healthfulness of its ingredients.

Royal Baking Powder leavens the food perfectly by its own inherent power without changing or impairing any of the elements of the flour.

Thus the hot-breads, hot-rolls and muffins, and the delicious hot griddle-cakes raised by the Royal Baking Powder are wholesome and digestible, and may be eaten without distress, even by persons of delicate digestion.

Alum baking powders are low priced, as alum costs but two cents a pound; but alum is a corrosive poison and it renders the baking powder dangerous to use in food.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

PRIDE OF THE NAVY

Serious Mishap to the Big Battleship Oregon Off the Port of Taku, China.

SHE WENT AGROUND IN A DENSE FOG.

Rocks Pierced Small Holes Through the Bottom and Sides of the Magnificent Vessel.

The Zafiro, at Che-Foo, Has Been Sent to Her Assistance—The Iris Will Assist—The Ship to Be Lightened.

Washington, July 1.—The following dispatches were received at the navy department Saturday morning relative to the grounding of the Oregon: "Che-Foo, June 29.—Secretary of Navy: Anchored yesterday, dense fog, in 17 fathoms, three miles south of How Ke light, gulf of Pe Chi Li. Sent out two boats and sounded. Least water 5½ fathoms. Weather clear. Got under way and struck pinnacle rock. Much water in forward compartment. Perfect smooth. Shall charter steamer if possible at Che-Foo and lighten the ship. Rock through side of ship above double bottom, about frame 19. Small holes through bottom of ship. "WILDE."

"Che-Foo, June 29.—Secretary Navy, Washington: Iris gone to the assistance of the Oregon.

"RAYMOND ROGERS,"

"Commanding Nashville."

"Hong-Kong, June 29.—Secretary Navy, Washington: Princeton arrived. Brooklyn leaves for Nagasaki. The Zafiro, at Che-Foo, has been sent to assist Oregon, reported by Rogers on a rock south How Ke light. Iris going to her assistance. "REMEY."

Washington, July 1.—Pinnacle rock, where the Oregon ran aground, is about 25 feet high, and lies three and two thirds miles south of How Ke light, and about a mile and a quarter n. e. of the island of Sao Lu Shan. The rock is encircled by a shoal, and should not be approached nearer than three cables. According to the hydrographic bureau officials, there is a strong current from three to five knots speed always prevalent in this vicinity, and this fact, together with the dense fog that prevailed at the time, greatly enhanced the danger in navigating the Oregon. The officials of the naval hydrographers' office say there is a great rise and fall of the tide at this point (about ten feet), and it is possible that the Oregon may be lifted off in this way and set afloat without assistance. Capt. Wilde's statement of the in-

juries sustained by the Oregon is scarcely sufficient to enable the naval constructors here to form a definite opinion as to the prospects of saving the famous ship. They say, however, the ship probably can be saved if the weather does not become rough, but, unfortunately, this is the season of storms in Chinese waters.

LANDSLIDE ON L. & N.

Several Hundred Feet of Track Buried Near Decatur.

A big landslide occurred last Friday on the Louisville & Nashville railroad at Sand Mountain, near Decatur, Ala., as a result of the heavy rains. Over 300 feet of track was buried by the slide, and traffic was delayed for several hours, the regular north-bound passenger train, due here at about 5 o'clock, not reaching until after 10. It was reported here until after 10. It was reported that two men were buried in the slide, but this could not be verified.

Another Report.

Decatur, Ala., June 30.—A landslide, resulting in the death of several men, occurred at Hartsell Hill, 13 miles below Decatur, on the L. & N. railroad. Laborers were engaged in placing rock to prevent a landslide when a large quantity of earth came down entrapping a number of men who were caught in quicksand. It is known that at least three men, one Negro and two whites, were killed, and it is thought several others shared the same fate.

JUMPED INTO DUCK RIVER.

A Negro Makes a High Dive for a Purse of \$250.

SHELBYVILLE, June 28.—In imitation of the great jumpers of the land a negro named George Brown jumped from the bridge across Duck River at this place to-day. The bridge is a high structure and the river is very full and the current rapid. As soon as he struck the water he was rapidly carried a good distance down stream, yet he escaped unhurt and for the feat was given a purse of \$250.

UNBEARABLE ITCHING

Felt It Would Be a Relief to Tear Skin From Back. Cured by CUTICURA.

I had a breaking out all over my back. The itching was almost unbearable, and at times I felt that it would be a relief to tear the skin off my back. I tried doctors' prescriptions, and several remedies, without even relief. I read of your CUTICURA remedies in the Indianapolis News. After three applications, my back quit itching, and by the time the box of CUTICURA ointment was half used the breaking out had all disappeared. J. B. THOMAS, 2519 Cornell Ave., Indianapolis, Ind.

CUTICURA THE SET \$1.25

Complete External and Internal Treatment for Every Humor, consisting of CUTICURA SOAP (25c.), to cleanse the skin of eruptions and scales, CUTICURA Ointment (50c.), to allay itching, and soothe and heal, CUTICURA Resolvent (50c.), to cool and cleanse the blood. Sold throughout the world. For a Dime a Day Cure. "Cure," Sole Proprietor, Boston. "How to Cure Itching Humors," free.